

Franklin
Little Six

FRANKLIN LITTLE SIX



FRANKLIN AUTOMOBILE COMPANY
SYRACUSE N Y



FRANKLIN LITTLE SIX MODEL M

SIX CYLINDERS
THIRTY HORSE POWER \$2800

If ever there was a "happy thought" in automobiles it is this latest Franklin model.

It is a small powered six—a really new, distinctive, individual type of automobile—six cylinders in a small, light car.

It is the first car of its type built—weighs 25 percent less than the average four-cylinder car of the same power.

Light and compact, it is a real "little six"; able as big cars with big motors and vastly more convenient and economical.

It is a car that is in every way right in line with the rapidly increasing sentiment in favor of six-cylinder construction.

It conforms in every way to the modern idea that medium size and small power in an automobile give the greatest satisfaction.

Built for the man who wants the highest quality in motor car construction—but who does not want a big, heavy machine.

Franklin principles of design at their best—light weight on large tires give freedom from tire troubles and expense.

The extreme satisfaction derived from light weight and medium size makes the Franklin Little Six a universal car.

It is large enough, but not too large to be operated at a reasonable cost and with perfect comfort to the driver.

Franklin Little Six is high-priced because it is a car of quality. This is evident in its appearance and its action on the road.

The direct cooled motor is just the right size to emphasize the smoothness and flexibility of six-cylinder construction. Cylinders are $3\frac{5}{8}$ inches by 4 inches.

High-priced, it is a cheap car to own. Operating cost is low, and it is not expensive and hard to take care of.

Depreciation is less than with large cars, and it is a car of the size that sells easily when you want to buy a new one.

The wheel base is 116 inches; tires on the touring car are $34 \times 4\frac{1}{2}$ inches front and rear; on the Victoria-phaeton tire sizes are 34×4 inches front and rear—Franklin tire economy is well known. It is the result of large tires on a light weight car.

The body is of aluminum over a wood frame—light and rustless.

The lighter the car, the easier and safer it is to drive. The riding qualities of the Franklin Little Six are exceptional, even when measured by the Franklin standard.

Size, weight and wheel base are just right for perfect riding and controlling balance.

Franklin full-elliptic springs cushion road shocks. When the wheels strike rough places in the road the blow is not transmitted to the body through the chassis.

Front springs are as flexible as the rear springs. This balances the riding and in addition keeps jars and jolts away from the engine reducing possibility of breakdown.

Driving power is delivered positively and flexibly through the springs. There are no strut or radius rods to transmit vibration to the chassis.

Throttle control is by means of a lever working over a notched quadrant at the top of the steering post. Spark advance is automatically controlled by a centrifugal governor on the magneto.

The Franklin steering device is non-irreversible. The car steers easily. In turning corners or driving over rough roads

the driver does not have to pull at the steering wheel to keep the car in the track. The wheels follow the road easily and naturally.

The Franklin system of direct cooling is employed. There is nothing to freeze in winter, no boiling and overheating in summer. A delicate, sensitive system is built right out of the car—there is nothing about the cooling to demand attention.

Lubrication in the motor is by the Franklin re-circulating oiling system. A positive and direct supply of oil is carried to each of the main bearings of the motor through separate leads.

One gallon of lubricating oil to 400 miles of running is the average consumption and smoking is entirely eliminated.

The Franklin Little Six is built in two types—a five-passenger touring model and a two-passenger Victoria phaeton.

The Victoria phaeton is a wonderfully attractive light, six-cylinder runabout.

It is a roomy two passenger car. The distance between the front edge of the seat and the dash is 32 inches, while the seat itself is low and deep, with a high, comfortable back, and a width of 41 inches. A disappearing seat for two passengers folds into the deck.

In the Victoria phaeton the gasoline tank is carried in the cowl on the dash—total capacity thirteen and one-quarter gallons—a direct certain gravity feed.

The Franklin Little Six has “caught on” with automobilists quicker than any other model we have ever built.

The best suggestion we can make is that you see a Franklin dealer at once.

Price \$2800 for touring car or Victoria phaeton
f. o. b. factory.

FRANKLIN AUTOMOBILE CO.
Syracuse N Y

FRANKLIN LITTLE SIX

Two- and Five-Passenger Models

SPECIFICATIONS

MOTOR

Horse Power. 30.

Cylinders. 6— $3\frac{5}{8} \times 4$ inches, cast individually.

Valves. In head, operated by push rods and walking beams.

Crank Shaft Bearings. Seven (plain).

Cooling. Air-cooled by direct application of separate currents of air to each cylinder.

Oiling. Re-circulating type force feed through individual leads to main bearings and to sight feed on dash from oil reservoir in sub-base.

Oil Capacity. $2\frac{1}{2}$ gallons in sub-base.

Ignition. Bosch high-tension dual system.

Control. Throttle control by lever on quadrant with ratchet at top of steering post. Spark advance automatically regulated.

Carburetor. Special float feed, Franklin type.

GASOLINE TANK

Location. Under front seat on touring car. Under cowl on dash on Victoria phaeton.

Capacity. Touring Car—Main, $12\frac{1}{2}$ gallons. Reserve, $2\frac{1}{2}$ gallons. Victoria phaeton—Main, $10\frac{1}{2}$ gallons. Reserve, $2\frac{3}{4}$ gallons.

CLUTCH

Type. Multiple-disc, running in oil.

Location. In fly wheel of motor.

TRANSMISSION

Type. Selective sliding.

Speeds. Three forward, one reverse.

How Operated. Hand lever.

DRIVE

Type. Shaft.

Gear Reduction. 3.71 to 1.

AXLES

Front. Tubular, with Tim-

ken roller bearings on front wheels.

Rear. Live rear axle, semi-floating type, with Timken roller bearings.

WHEELS—TIRES

Touring car

Front. $34 \times 4\frac{1}{2}$ inches.

Rear. $34 \times 4\frac{1}{2}$ inches.

Victoria phaeton

Front. 34×4 inches.

Rear. 34×4 inches.

STEERING

Type. Worm and gear.

BRAKES

Service. Double-acting Franklin brake on transmission brake drum operated by pedal.

Emergency. Double-acting Franklin brake on rear wheel brake drums operated by hand lever.

SPRINGS

Type. Full-elliptic.

Dimensions. $40 \times 1\frac{3}{4}$ inches.

WHEEL BASE

Length. 116 inches.

BODY

Material. Sheet aluminum.

Hood. Franklin sloping type, made of aluminum.

EQUIPMENT

Top. Full extension.

Windshield. Glass, adjustable.

Headlights. Headlights, and Prest-O-Lite tank.

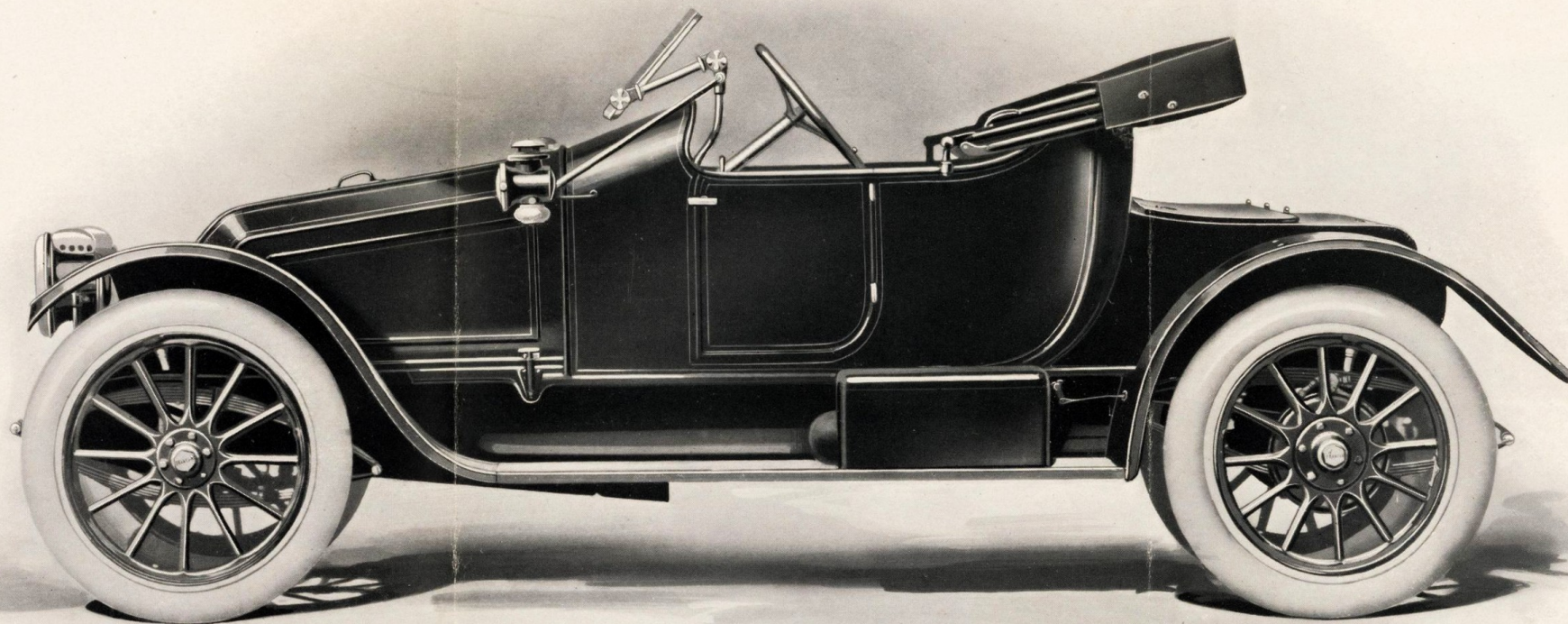
Side Lights. Combination oil and electric.

Tail Light. Combination oil and electric.

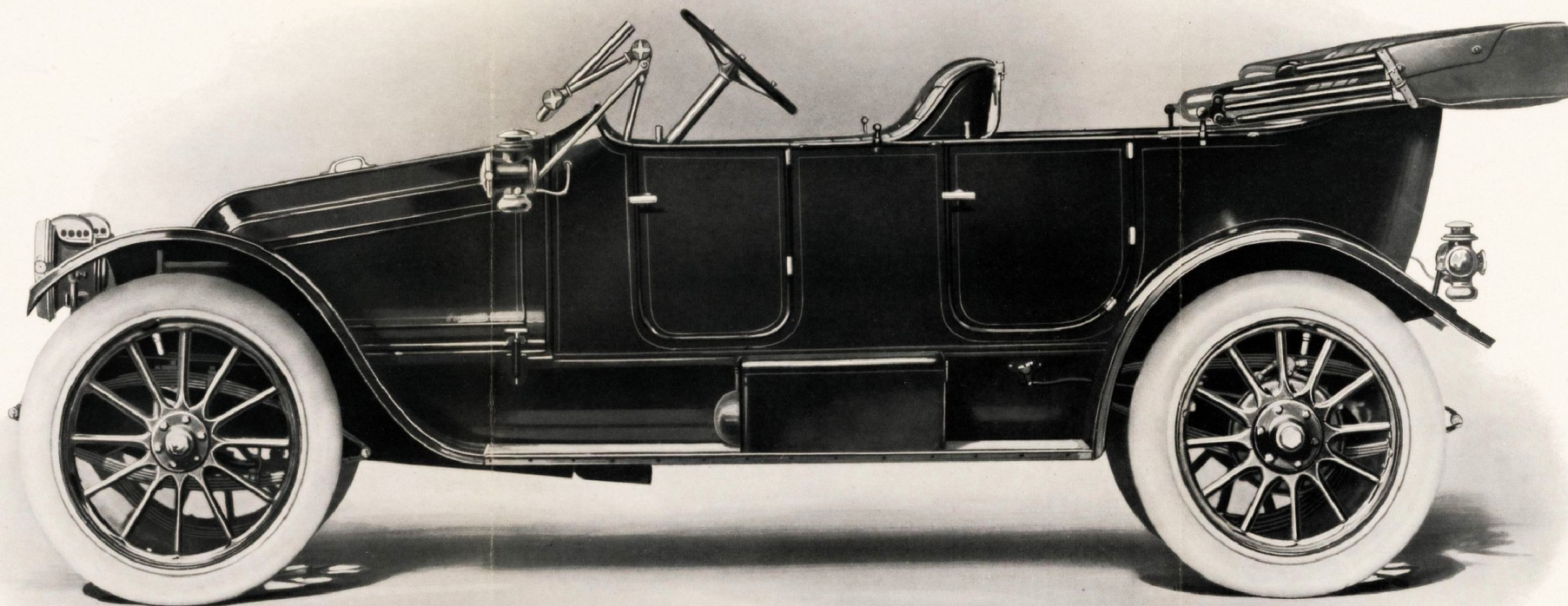
Tool Equipment. Full tool equipment includes tire pump and jack.

Accelerator. Foot accelerator and muffler cut-out.

Storage Battery. Storage battery in box on running board supplies current for spark coil in dual ignition and for electric side and tail lamps.



FRANKLIN LITTLE SIX VICTORIA PHAETON THIRTY HORSE POWER \$2800



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